5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

not to let the same discriminations and prejudices such as exist in other colonies be introduced among them.' At the same time the metropolitan Government was asking whether Africans would make suitable corporals and under-officers. Furthermore Schmaltz, whilst advocating a system of economic exploitation that seemed to be entirely to the advantage of France, maintained that the Senegalese were not merely to be auxiliaries and that they would be encouraged by fixed prices for their crops to produce more and become 'civilised' by their contact with Europe.

So far France had made no definition of the position of non-French inhabitants of her colonies. Even though France by the decree of 16 Pluviose Year II (1792) had abolished slavery and declared that 'all men, without distinction of colour, domiciled in French colonies, are French citizens, and enjoy all the rights assured by the Constitution', and even though the slave trade had been outlawed in 1818, until 1833 freed slaves had uncertain status in law, and domestic slaves still existed in large numbers. A royal ordinance of that year proclaimed that 'Any person born free or having legally acquired his liberty enjoys in the French colonies: (1) civil rights; (2) political rights under conditions prescribed by law'. But only in 1848 was the status of *captif* or domestic slave abolished, though the majority of *captifs* continued to serve with their former masters. Naturally this law only affected inhabitants of St. Louis and Gorée and the other French posts like Dagana and Richard-Toll.

The most important result of these two laws was to give about 12,000 Africans, mostly illiterate, the full rights of French citizens. Of these less than a thousand had been converted to Christianity by their French, mulatto or Christian African masters. Educational facilities, which would have to accompany any effective conversion of illiterates into full scale French citizens were still rudimentary. But it must be remembered that in France at the time, the electorate was suddenly increased from 200,000 to

5: Crowder J-5 (1955-1961) 1962
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colonies other than Martinique, Guadeloupe and Réunion and at the same time they were subjected to rule by direct decree of the Emperor.

It was under the Second Empire that the first great period of French colonial expansion in black Africa took place. It was during that regime that Faidherbe, who was to Senegal what Lugard was to Nigeria, first embarked on his African conquests. Faidherbe himself embodied this dichotomy in French colonial policy: an authoritarian agent of an authoritarian regime, he was often found introducing reforms and innovations that conformed with the most liberal application of an assimilationist policy.

Faidherbe was appointed Governor of Senegal in 1854. At the time St. Louis, according to Abbé Boilaut in his *Esquisses sénégalaises* was a city of 12,336 inhabitants with only 177 Europeans. There were two primary schools run by Catholic missionaries. A full scale administration had succeeded in imposing on a town otherwise consisting mainly of single storey houses, a governor's palace, a 'very elegant Palace of Justice', a large naval hospital, a fine church and an army barracks.

From his base at St. Louis, Faidherbe, in a series of brilliant campaigns, notably against the powerful emir of Trarza and the Muslim reformist and Toucouleur leader, El Hadj Omar, was to lay the foundations of France's West African empire. To do this he organised the now famous *Tirailleurs Sénégalais*, since Europeans did not stand up well to the climate and the prevalent diseases. By conquest or by treaty he brought most of modern Senegal and much of Soudan (Mali) under French rule. He installed an efficient military administration, and even published an official newspaper the *Moniteur du Sénégal*. Altogether Faidherbe was a remarkable man. He was a firm believer in the equality of races, and did much to increase the educational facilities of the colony. He established a school for the sons of chiefs, and lay schools for Muslims, who objected to attending the mission schools. Whilst Faidherbe wanted to

5: Crowder J-5 (1955-1961) 1962
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encourage the evangelisation of the population, he was sufficiently knowledgeable about the country and its people to realise that it would be impossible to win converts from among the Muslims who formed the majority in Senegal. Scholarships for primary education in St. Louis, and secondary education in France were awarded under his auspices to promising students. Small technical schools were established at Dakar. And he even opened a museum at St. Louis.

He tried to equip the colony with some of the benefits of a modern economy. He established the Bank of Senegal, laid out St. Louis afresh as befitted a capital city, and under his influence Pinet-Laprade founded the new port of Dakar. He promoted the export of the ground-nut crop, becoming increasingly valuable to the colony's revenue which rose from 12 million francs in 1848 to 37 million in 1869, and proved a profitable substitute for human merchandise. He made valuable and detailed studies of the local people. Like Lugard he seemed to be able to think of every aspect of administration at the same time. The historian G. Hardy wrote of him: 'He touched on everything, and always with good results.' But as J. Richard-Molard commented, 'He was the first great Frenchman to realise the wish of Barth. But he did it as an officer of the Empire, endowed with an abominable character and a sense of authority which bordered on vice. He was proconsul of an authoritarian Empire.'

One decision vital for the future of the Senegal was made during the Faidherbian regime: this was the final abandonment of any ideals of European colonisation. It came at a time when the French were settling Algeria, and was not altogether altruistic, as the ministerial instructions of 1859 showed:

> Nothing similar to Algeria could be undertaken in Senegal. The climate is against it. The land should therefore be left to the natives, at least as a general rule. It is by their hands that it should be cultivated and if our rule is to be extended over all the territory

/73 cont./

175 369 499 133 The surveys for the future course of this railway revealed that the shortest route would have to follow the Atlantic coast, but since this is bordered by dunes it would necessitate some important construction work. The passage across the slope of Thiès was also a serious obstacle, but the "Ravin des Voleurs" made access to the plateau possible; the line would thus follow the valley which cuts the brow of the hill, then the depression which follows the plateau to the east, and would pass in front of the military fort established at its extremity.

175 369 [361] The fortune of Thiès was made: as early as 1885, the date of the opening of the railroad, the merchants of Rufisque set up branches there; a plan for dividing the future city into lots was outlined. This plan, unfortunately, foresaw the development of the city only north of the line, along the trail connecting Thiès with Rufisque and Dakar. A Catholic [797] mission was established in the vicinity, and in 1893 the first civil administrator occupied the new residence built near the Faidherbe redoubt.

175 369 439 The groundnut policy developed successfully; 20,000 tons of groundnuts were shipped by rail from the Thiès station in 1890 (3). Commerce, however, was not established in

[496] [492]

3. Convoys of camels competed with the railway up to 1910 and transported their cargo to the port of Rufisque. Thiès was the last stop before reaching the quays of embarkation 50 kilometers away.

[366] [441] permanent fashion in the escale: only during the period of trading (from November to May) did the European employees sent by the firms of Rufisque live in the city and buy groundnuts, millet, cotton ... at their branches; from May to November they returned to Rufisque, and most of the shops in Thiès were closed, the city seemingly dead.

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after severe fighting, and in 1863 Fouta and Toro were definitely annexed by the French.

Cayor. The state of Cayor extended from Cape Verde northward along the coast nearly to St. Louis, and at the end of the eighteenth century it had obtained independence of the Ouolofs. Goree had been taken by the French from the Dutch in 1677, and by treaties of 1764 and 1765 the Damel of Cayor had ceded the tip of the Cape Verde peninsula in full sovereignty to France. He had further agreed to restrain his subjects from pillaging the cargoes of wrecks and from imprisoning their crews. In return he was to receive an annual subsidy of 180 bars, one-third in iron and the remainder in merchandise.

These treaties, however, had never been implemented. In 1825 Governor Roger considered them dead, and advised Frenchmen who wished to acquire land in the peninsula to make their own arrangements with the native authorities. At the same time, Roger made a fresh convention regarding wrecks, which was no more observed than the earlier treaties. In 1832 land was purchased for a cemetery on the mainland and in 1846 a mission of the Society of the Sacred Heart, which received a government subsidy until 1906, was established at Dakar.

The population of Goree, some 5,000 persons, needed wood, water, building materials, and fresh provisions, which they could only purchase at extortionate prices on the mainland. All efforts to conclude agreements with the chiefs on these matters failed, and wreckers' profits were not to be diminished by scraps of paper. Security was needed for the projected railway from St. Louis and it was desirable to give the priests protection. In 1857, therefore, the French Government authorized the construction of a fort on the mainland. Birahima, the reigning Damel of Cayor, at first acquiesced in this occupation, largely because his authority over the Lebous who inhabited the peninsula had long been but nominal. The post was used by Faidherbe for a base for his operations in 1859. In that year, after the battle of Fatik (18 May), the tribesmen of Sine, Saloum, and Baol submitted to French authority, and posts were created at Joal and Kaolack. Trouble arose under the Damel's successor, Makodou, who refused to recognize Birahima's agreement to allow a French road and telegraph line from St. Louis to Goree to be run through Cayor. A French column from St. Louis under Faidherbe met an expedition under Pinet-Laprade from Goree and occupied Makodou's capital, Mekhé, on 12 January 1861. On 1 February he accepted

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to the Federal Government. In 1904, however, when the distinct Federal budget was instituted, custom duties were lost to the various colonies. The General Council of Senegal protested vigorously. Its spokesmen said that the Federal Government had taken away 78 per cent. of the colony's revenue and only assumed 39 per cent. of its expenditure. So strongly did the Council feel on the question that it impugned the validity of the federal financial arrangements before the Council of State at Paris. This latter body, as was to be expected, confirmed them in 1908, but the Senegalese have never fully accepted the new system. In 1929, for example, it was stated that Senegal was contributing half the customs revenue of French West Africa, though containing only one-tenth of its population. Moreover, despite its democratic Colonial Council, the colony has no more direct influence in federal affairs than Mauritania. Even to-day protests are still heard periodically against the financial system of the Federation and its alleged encroachments on the sphere of the Colonial Government.

Christianity

The first definite record of a Christian mission is that of the French Capuchins, who sailed from Dieppe in 1635. They divided into two parties: one, under Pères Alexis and Bernardin, landed at Rufisque, where they were entertained by Portuguese Christians. During their stay they baptized 27 natives. The other party landed at St. Louis, where there was not yet a permanent French settlement, and met with misfortune. Some of them died, and the survivors joined their brothers at Rufisque. The Protestant Dutch made life impossible for them, and the whole party returned to France. Though from time to time priests of the Society of the Holy Spirit (founded in 1726 to train missionaries for the French colonies) visited Senegal, no serious missionary effort seems to have been made till after the Peace of Paris, when the first Prefect Apostolic was appointed to St. Louis.

The first nuns to work in Senegal were of the community of St. Joseph of Cluny. These were sent out in 1819 to St. Louis at the request of the Governor to undertake nursing and education. The community established two schools in St. Louis and one in Goree in 1826.

In 1846 the first mission was founded at Dakar, which the same year became the seat of the Vicar Apostolic of the Two Guineas. These missionaries belonged to the Society of the Sacred Heart

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Wolof MS 30

S 1797 with which the Society of the Holy Spirit was united in 1848. About the same time a house of the Sisters of the Immaculate Conception (the Blue Sisters) was established at Dakar, which has been the Roman Catholic metropolis of French West Africa ever since.

In 1906, on the separation of Church and State in France, the government subsidies to the Roman Catholic missions were withdrawn. In 1930 the Roman Catholics in Senegal had 67 European S [162] priests, sisters, and lay workers aided by 175 native catechists and teachers. Professing Roman Catholics numbered 22,300. A magS [368] nificent cathedral, the work of many years, was consecrated at Dakar in 1936.

The only Protestant mission in Senegal is that of the Société des S [162] Missions Évangéliques de Paris, which began work in the colony in 1863. Its adherents number about a hundred.

8. DISTRIBUTION OF POPULATION AND INLAND TOWNS

Distribution of Population

S *Senegal*

161 Senegal is the third most densely populated colony, with an average of 21·58 persons per square mile and a total population in 1937 of 1,666,374. The distribution, however, varies greatly within the colony itself. The regions of Fouta and Ferlo are almost uninhabitable, while the provinces of Baol, Sine-Saloum, and Thiès have more than 50 persons per square mile. The coastal provinces of Bignona and Ziguinchor, south of the Gambia, are equally closely S [311] settled. The left bank of the Senegal, roughly from Bakel to Podor, [361] supports a fairly dense agricultural population.

Growth has been steady, the figures for 1921, 1926, and 1931 being 1,225,523, 1,318,287, and 1,584,273 respectively. There is no doubt that the colony is capable of supporting many more inhabitants than S it does at present.

162 *Natives.* More than 580,000 Ouolofs live in Senegal. These are 563 among the most energetic and intelligent peoples of the Federation, W and they provide the bulk of the famous Senegalese Tirailleurs. [162] There are about 250,000 each of Sérères, Mandingos, and Fulani, [901] and 150,000 Toucouleur. Broadly speaking, the Ouolofs live north and east of Dakar, the Sérères south-east thereof, the Toucouleur

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36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/A

[131] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population,
[162] *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] On a slight eminence above a marshy tributary of the Sandougou,
[496] Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in
[248] Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] By rail Tambacounda is 285 miles from Dakar, 111 miles from
[491] Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451.
[162] Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School.
[197] Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

Since the opening of the railway in 1885 Thiès has grown from a
[498] collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable
[438] quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
[496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira. It is also a meeting-place of intercolonial roads. One of these comes
[491] from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/A [From the Town of Podor-- Analyst]

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647 656 *Produce Inspection.* Produce inspection is entrusted to a board [illegible] the Chambers of Commerce, but the Government [illegible] control by exercising a veto on all important appointments to its staff. The Board's inspectorate has very wide powers of inspection over produce, whether destined for local consumption or for export. No produce to which inspection applies can be sent out [439] of the colony without a certificate of purity.

For this inspection a special tax of 5 francs per ton on ground-nuts [651] and palm kernels, and 20 francs per ton on rubber, is imposed on produce intended for export.

456 654 *Native Provident Societies.* There are 14 Native Provident Societies. Bignona and Ziguinchor have combined, but otherwise there is one to each province. In 1937 they had 1,200,000 members, [647] whose annual subscriptions varied from 2·50 francs to 5·00 francs each, and their expenses were some 25,000,000 francs. They supplied over 44,000 tons of ground-nut seeds to their members.

In earlier days the Sine-Saloum society imported stallions from [232] the Argentine for the breeding of mules, and in 1932 the societies devoted nearly 2[illegible],000 francs to the purchase of motor vehicles. In cattle-bree[illegible] districts they supply breeding stock and improve water-supply and pasturage. By 1933 it was estimated that the societies had sunk over 1,200 wells, while the society of Thiès had [312] constructed a barrage for irrigation purposes.

In addition to strictly agricultural activities, the Senegal societies [426] help their members by advances of cash, which are made not only to meet failure of crops, but also in cases of individual accident or illness.

Mining

656 316 At the end of 1937 the following permits were in force:

Personal licences		4
The Occupation System		
Exclusive licences	10	
Mining licences	32	
Concessions	16	
	—	58
Total		62

Education

871 1917 The first attempts to educate the natives of French West Africa were made in Sénegal, and they were also remarkable for being instituted, not by missionaries, but by the Crown. Colonel Schmaltz

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took with him a lay schoolmaster, who opened a school for boys at St. Louis in 1817. Its pupils varied in number from 60 to 100, and it continued under state and lay control until 1841. In that year its management was handed over to Roman Catholic priests, while the Government undertook to maintain the school and to pay for its equipment and the salaries of its teachers.

Girls' education dates from 1826, when the Sisters of St. Joseph of Cluny founded schools at St. Louis and Goree.

By 1854 there were four schools in Senegal. They all belonged to Roman Catholic missions supported by government grants, and they counted only 590 pupils on their rolls. There were difficulties regarding the admission of Moslems to these schools and, as Islam was the prevailing faith, the spread of education was hindered. In 1857 Faidherbe opened a Moslem School at St. Louis, and until 1903 this remained the only lay primary school in Senegal. By 1898 there were 9 primary schools in the four communes and about 30 in the protectorate. These were staffed by interpreters and non-commissioned officers, and their existence was spasmodic. At that time elementary education throughout French West Africa was mainly in the hands of the missions, and, so far as the Government took any interest in it at all, it was organized by local regulations in each colony. The Governor-General's order of 24 November 1903 set up a uniform system of state-controlled education throughout the Federation.

In 1938 Senegal and Dakar had 132 European teachers and 337 native in Government schools and 48 teachers in recognized private schools. Pupils were arranged as follows:

	Schools	*Boys*	*Girls*	*Total pupils*
GOVERNMENT SCHOOLS				
Primary				
Village schools	72	5,946	241	6,187
Regional schools	16	4,590	432	5,022
Urban schools	10	3,392	752	4,144
Higher Primary	2	158	14	172
Technical	4	146	0	146
	104	14,232	1,439	15,671
PRIVATE SCHOOLS				
Primary	13	1,164	293	1,457
Totals	117	15,396	1,732	17,128

There were also 2,295 Moslem schools giving rudimentary instruction to 16,190 pupils.

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In 1927 apprentice courses in woodwork and metalwork were started in St. Louis and Kaolack by the Public Works Department for selected schoolboys between the ages of 13 and 16 years.

There is a number of educational institutions in Dakar of a higher grade than primary. These are the responsibility of the Federal Government and have been described in Volume I.

Health

Senegal is divided into thirteen medical districts, each of which is intended to be under the supervision of a European medical officer. There are 17 medical stations, each under a native auxiliary. There are also 16 maternity centres and 117 posts visited once a week by a medical officer.

In 1937 Senegal and Dakar had 3 major hospitals and 34 minor hospitals and dispensaries. These provided 394 beds for European patients and 1,805 for native. There were 80 European medical officers, 31 native auxiliaries, 30 midwives, 124 male nurses, and 21 female nurses.

In addition there were four travelling parties (*groupes sanitaires mobiles*). One of these specialized in fighting sleeping-sickness in the Casamance Territory, and the other three were concerned with more general sanitary and prophylactic measures.

The Pasteur Institute at Dakar, a federal concern, is justly famous. Some medical work is done by missionaries. Unofficial committees of the Croix-Rouge are concerned with infant welfare at Dakar, Diourbel, St. Louis, and Tivaouane.

In 1937 Senegal voted 12,000,000 francs for medical services and Dakar 11,000,000 francs.

10. PORTS

ST. LOUIS (16° 01′; 16° 30′ W.). Population, 30,586, including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune. Headquarters of the province of Bas Sénégal. Custom-house. Law courts. Chamber of Commerce. Hospital and dispensary. Army headquarters and barracks. Police headquarters. Belgian Consulate. Meteorological station. Landing-ground. Wireless station. Lycée Faidherbe. École des Fils des Chefs et des Interprètes. Higher Primary and Technical Schools. Protestant and Roman Catholic missions. Bank of West Africa. Power station. Prison. Hotels. Garages. Race-course. Botanical gardens. Experimental plantation. Daily market.

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History

Until the middle of the nineteenth century Dakar was a Lebou village. In 1846, however, a Roman Catholic convent was built there, and eleven years later the village and the Cape Verde peninsula were officially occupied. In 1858 the French Government signed a contract with the Messageries Impériales (now the Messageries Maritimes) whereby ships sailing between Bordeaux and Rio de Janeiro would call at Dakar. The company acquired 7½ acres of land near Dakar point, and in 1863 a small jetty was built. This was the beginning of the port. In 1864 a lighthouse was constructed near Cape Verde and three years later two others, respectively at Almadi point and at Cape Manuel. In 1885 the railway to St. Louis was opened. It was not, however, until 1898 that the idea was conceived of making Dakar a big naval base, and by 1910 it was capable of accommodating vessels of all types. Further improvements have since been effected, and to-day the dry dock is big enough to take a battleship.

The Town

Dakar has grown so as to cover the southern part of the Cape Verde peninsula, but the port is on the east side of the town. On the south-west are the cliffs of Madeleines bay and on the south-east those of Bernard bay. Dakar point marks the northern end of the latter. North of the port is Bel Air point, the southern limit of Hann bay.

The medina or native town, which contains nearly half the population, is to the north-west of the main town. The intercolonial road enters the latter from the north and is continued as the Avenue Gambetta and the Avenue Maginot to an open space where stands the Roman Catholic cathedral. East of the cathedral is the Residence of the Governor-General (Vol. I, Plate 58), magnificently situated on the top of the cliffs overlooking Bernard bay. Farther south are the British Consulate, the Pasteur Institute, the botanical gardens, and, almost at Cape Manuel, the isolation hospital. The buildings of the army headquarters are near Dakar point. West of them are the port offices, the telephone exchange, the principal market, the Mairie (Plate 117), and the law courts. The town contains innumerable shops and offices and many clubs, cafés, hotels, and other amenities of modern civilization.